(b) The details of loss making airports (Rupees in lakh) during 2004-05 are as under:

Portblair (357 43), Cuddapah (8.06), Rajamundry (137.78), Triupatti (401.34), Vijaywada (332.48), Vishakhapatnam (270.79), Passighat (4.09), Tezu (19.02), Dibrugarh (412.79), Guwahati (5109.67), Jorhat (172.37) Lilabari (203.27), Rupsi (2.15), Silchar (149.48), Tezpur (61.73), Gaya (642.23), Patna (1193.64), Chandigarh (279.75), Raipur (362.31), Delhi-Safdarjung (702.07), Ahmedabad (196.37), Bhvanagar (356.32), Bhuj (132.61), Jamnagar (77.73), Kandla (56.78), Keshod (62.13), Porbandar (190.57), Surat (28.77), Rajkot (307.32), Vadodara (199.6), Kangra (196.10), Kullu (298.67), Shimla (267.04), Jammu (519.51), Leh (10.83), Srinagar (34.53), Ranchi (665.9), Belgaum (158.65), Hubli (130.81), Mangalore (636.4), Trivandrum (439.79), Agatti (131.04), Bhopal (888.4), Gwalior (205.85), Indore (315.87), Jabalpur (370.19), Khajuraho (673.28), Aurangabad (362.33), Kolhapur (0.06), Nagpur (2918.72), Impal (275.38), Shillong (115.59), Lengopui (61.22), Dimapur (266.79),Bhubaneshwar (1470.95), Jharsuguda (50.56), Pondicherry (29.86), Amritsar (755.58), Ludhiana (142.91), Pathankot (170.3), Jaipur (1275.75), Jaisalmer (45.7), Jodhpur (248.89), Kota (11.89), Nal (115.39), Udaipur (408.44), Coimbatore (21.07), Madurai (399.34), Salem (22.48), Tiruchirapalli (498.77), Tuticorin (28.08), Vellore (5.39), Agartala (848.77), Kailashahar (11.71), Agra (466.46), Allahabad (1613.44), Gorakhpur (3.37), Kanpur (173.90), Lucknow (1080.06), Varanasi (1455.74), Dehradun (126.78), Pantnagar (89.58), Bagdogra (129.12), Balurghat (4.07), Behala (20.30), Cooch-behar (12.30), and Malda (6.38),

(c) to (e) The availability of very low traffic is the main reason for incurring consistent losses at the loss making airports. Therefore, it is very difficult to convert the loss making airports into profit making airports. It can be made profitable only if the traffic increases at these airports. However, steps have been taken/proposed to be taken to increase the non-traffic revenue wherever possible and to reduce the controllable expenditure.

Committee on modernisation of airports

1478. SHRIMATI BRINDA KARAT:
SHRI DIPANKAR MUKHERJEE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Alternate Plan Review Committee was constituted by Chairman, Airports Authority of India (AAI) to examine the modernisation proposal of Mumbai and Delhi airports prepared by AAI Employees Joint Forum;

(b) if so, the brief outline of the recommendations of the report;

(c) the date of submission of the report;

(d) whether any action has been taken on the basis of the report for modernisation of Delhi and Mumbai airports and 35 other non-metro airports by AAI; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) The Committee has submitted it's report on 1st December, 2005 and observed that the proposal submitted by the Joint Forum for Development of Delhi and Mumbai Airports are similar to that worked out by Airports Authority of India (AAI) in year 2003. Further, the Committee has also observed that if AAI has to undertake modernisation on its own, it requires considerable structural changes in the manpower system of AAI. Simultaneously, procedural changes are also required in the present system and methods being followed in AAI for expeditious decisions and execution. The Joint Forum has only stated that the workmen will undertake to improve the efficiency and productivity in general.

The Alternate Plan was also discussed with representatives of AAI's Employees Joint Forum on 30.1.2006 and it was intimated to them that the plan has been found to be not feasible.

(d) and (e) Do not arise.

FDI in greenfield airports

1479. SHRI B.J. PANDA:
MS. PRAMILA BOHIDAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is proposed to open up 100 per cent FDI in greenfield airports;

(b) if so, the details thereof; and

(c) in what manner this will help in the creation of new airport facilities in non-metro cities, specially with reference to cities in the State of Orissa?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) As per the policy on Airport Infrastructure, promulgated by the Government in 1997, foreign equity participation in airport projects may be permitted upto 74% with automatic approvals and upto 100% with special permission. Government has recently decided to allow FDI up to 100% for setting up greenfield airports projects.

(c) As per Aircraft Rules, 1937 airports may be owned by the Central Government, Public Sector Undertakings (PSUs), State Governments, Urban Local Bodies, Private Companies and Individuals. Since airports